naw a flash ascend in the air, which lit up all the horizon. The fog was very thick, and, as the scaman's expression is, you could not see your fingers

in front of your nose.
"I was in the pilot house, at the time and I said immediately that the light was something unusual.

I did not know what it was, nor did I have time to surmise, because I was anxious to reach the point. I knew that nothing had happened to my companion steamer, the City of Boston, because I had passed and whistled to her twenty-five minutes previously. Another and another flame shot through the fog in rapid succession, and I judged then that we were only about a half mile from it In less than twenty minutes, I think, we were close enough to witness the whole scene. So far as I can judge, the Narragansett was struck on the starboard side. She was all in flames when we reached her, and the surrounding water was filled with floating persons. The mournful cries, and the calls upon God that arose from the water, would

touch a man of the stoutest heart. The people were not swimming. They were floating or paddling like dogs. The flames from the burning steamer showed little of the peoples' suffering, for the smoke that rolled over the water obscured the

"I gave orders to put all the life boats in the water to save the people. I don't know how long the people had been in the water, but those who waited until the boat took fire could not have been floating for more than half an hour. We took, I think, about nine boatfuls out of the water. The people were struggling, and grasping everything ithin reach. They were all exhausted, of course I have been thinking it over, and I am almost certain that nearly all who were in the water were rescued. The assistance came so quickly, there was not time for many to be drowned. We could not see the people, but steered our boats wherever we heard a cry. We shouted to the people that we would take them on board, and told them to cry out so that we could know where they were. The boats were provided with lanterns, and the men waved them in the air to give a signal to the people that relief was at hand. We remained on duty until no cry was heard, and we were then convinced that we had done all we could. There are unquestionably some people lost, but I think they were killed in the collision. Some people must have been asleep in their berths when the Stonington smashed in the cabins, Those people

After we had rescued the people from the water. the passengers on this boat took charge of the saved. They acted nobly, too. I then invited all those on board the Stonington to return by the City of New-York if they desired to. A great many thought that the Stonington had been badly damaged, and were afraid to stay aboard. I took oft all who wanted to come The people were distributed around so that it is impossible for me to give any correct estimate of the number I took aboard. I should say at a rough guess over 300. We were sometimes within half a boat's length of the Stonington while our boats were out. The transfer was then easily made. The water was about eight fathoms deep. The disaster occurred about two mile from shore, and the nearest land was Cornfield shoal. It was flood tide slack at the time. I guess we worked around the disaster for three hours.

Is any provision made for keeping in one cours going from New-York and another returning?" "No. The boats go and return in the same

channel, but change points frequently in a fog." "In your judgment is there not some method of preventing such an accident in a fog ?"

"I knew of none, except by whistles. Last night was a still night, and I think the whistles ought to have been heard. I heard the whistle of the City

on and in the same manner, about thirteen years age."

Captain J. N. Coffin, who was a passenger on the City of New-York, said there was a great deal of excitement on board of that vessel at one time during the night. "I was awakened about 12 o'clock," he said, "by heavy rapping on the partition which divided my stateroom from that which my wife occupied. I rashed into her stateroom after hearing much commotion and excitement all over the boat. I saked my wite what was the matter, and she replied: 'Don't you hear the people shouting fire?' Just then I did hear the shouts of the people. I made every preparation to save myself and family, and found others were doing the same. I ran out on the deck, and in an instant I found that there was no danger. I saw the burning ship ahead, and knew that we were safe. I went down stairs, and three I found the women in a panic. They did not know what part of the ship was on fire, they said, but they seemed to be sure that the vessel was in flames. Of course the people were soon calmed down, but it was very singular how soon the cry of fire was taken up. E rerybody seemed to believe that our boat was soon to burn. The cries of the people from the Narraganeett could be heard a half mile away."

A DESTITUTE GROUP. ARRIVYC OF THE RESCUED BY THE CITY OF NEW YORK-A BRAVE SAILOR'S WORK OF HUMANITY -COWARDLY MKN AND COURAGEOUS WOMEN.

As soon as the City of New-York was made fast to her pier, the question arose what to do with the rescued passengers. Most of them had no clothing, and none of them had any money. For some time they waited patiently for relief from the omcers of the company, detailing to each other the miraculous escape they had from perishing in the water, and how they were finally saved. The officers did not come, however, to make provision for them. Cabmen thronged the pier, and took advantage of the distressed people by offering to take them to any hotel for four and five dollars a piece. Their extortionate demands were resented by the captain and officers of the City of New-York. Finally, Mr. Esrie, the proprietor of Earle's Hotel, in Canal-st., sent word to the drivers of his stages to take al the people to his hotel, no matter whether they had money or not. Accordingly, many of the passenaccepted the offer, and were driven to th gers accepted the offer, and were dry, an agent hotel without charge. Later in the day, an agent from the company, who had heard that many of the saved passengers were taken to the hotel, called there and made arrangements with the proprietor He afterward saw the passengers, and offered them tickets to whatever place they wanted to go, and sent storekeepers to measure them for what clothing they needed.

When the passengers were assigned rooms in the hotel, the other guests freely offered them all necessary clothing. Some were only wrapped in blan-kets, and others had all their clothing on just as they were taken out of the water. Several of the women were badly bruised, and others injured in rnally but they were promptly attended by the physician of the hotel.

A BRAVE SEAMAN.

Nearly all the passengers praised in the highest terms the brave action of Henry Duroy, a seaman of the United States ship Tennessee lying at Twenty-third-st. North River. They all said that he saved at least forty persons. He had left his ship without leave for the purpose of visiting his mother, and when the accident occurred, at the risk of his own life he boldly took command of about forty ns, and constituted himself their champion. By his exertions they were all saved. He was great trouble at the hotel for fear that he would be shed when he returned to the ship for leaving it thout permission. The passengers and guests hen said they would work to reward him for his

bravery.

The following petition was then drawn up and

med by the passengers and guests:

Onpicin Harmony, Commander of United States
fragute Tennesses.

Te, the undersumed, being conversant with facts—

some from notaal observation and others from unquestioned evidence—as regards the part one of your seamen took in rescuing the lives of passengers who were en beard the steamer Narragansett at the time of her loss, do feel that his noble and herolo deed and the active service he rendered—thereby saving from thirty to forty recole, some of whom are now at Earle's Hotel, New-York City, and can testify—notwithstanding he may have thrown himself liable to your rules of discipline, is deserving of commendation and a furlough. We therefore peristion you, not only to relieve him from punishment, but grant him a furlough of thirty days, as a reward of merit for his humane efforts on that terrible occasion.

Lieutenant Commander Morris came down to the hotel in response to a dispatch, and when he read the petition and talked with the people, asked to the seaman Duroy. He complimented him highly on his bravery, and esaid that, although he had broken the rules, he would be freely forgiven for his brave action in rescuing human life at th imminent risk of his own. He gave him permis sion to stay in the city until to-morrow, when a furtner furlough will be given him. In addition the guests at the hotel raised a subscription and presented the seaman with a \$20 gold piece.

MODEST AS WELL AS BRAVE. Henry Duroy is a slender seaman about thirty five years of age. He has been in the United States service for about six years, and has been attached to the ship Tennessee for six months. When asked to state what he did in rescuing the people, he replied: "Oh, these people give me too much credit I only did just what you would have done if you had been there." When pressed by one of th

guests to narrate his story of the accident, he said: "Well, it was about midnight when I was awak-"well, it was about indusing a well in the lower deck by the collision. I did not know what the trouble was, but went up to the upper deck to see. I saw lots of people rushing about in the most frantic manner, and then I saw the Stoningtor ahead of us. I took in the situation at once, and dressed. Several women, seeing my sailor clothes

the trouble was, but went up to the upper deck to see. I saw lots of people rushing about in the most frantic manner, and then I saw the Stonington ahead of us. I took in the situation at once, and dressed. Several women, seeing my sailor clothes, rushed up to me, and asked me for God's sake to save them. I told them I certainly would, if they would promise not to get excited, and to do just as I told them. Then more came over to me, and one woman held up her child for me to save. I looked around, and could not see any officer of the boat. I went up with the people to the saloon deck, and there I saw that the water was rushing over the rails. I put one woman of top of the rail, jumped up myself, and the others followed.

"I saw that we could not stay there; so I took the party up to the hurricane deck. I carried the woman's child up myself. I then assisted in getting a large raft into the water, and brought my little crew on board. It was a jump of about ten or twelve feet but not one of the passengers went into the water. I took the child and jumped myself. I told the neople to keep quiet, and they would all be saved. They all obeyed me. I had secured an oar, and went to the back of the raif, and by scalling it we got away safely from the steamer, which had alrendy began to burn. I found myself in a very critical position. The raft was filled with was a little oar. It was so foggy—and I'm an old seaman, and have seen many fors, but I tell you that was a bad one last night—that I could not see where to go. The heat, too, was intolerable. We drifted with the fide about two miles. I kept the people calm, but told them to cry aloud so that we would not meet with any accident in the fog, and we were finally rescued by the City of Newfords, after we had taken anothey raft in tow. As we were drifting along we met the other raft, but the beople on it were very much disheartend. I think I only did my duty in saving my own life, and all the others that I met."

C. W. Haversen, one of the passengers, said at Earle's Hote

man who had been pitched out of the berth over me on to the floor. Then I heard screams. I realized the situation in a moment. My husband was at my side when I got out of the berth, and together with my baby in my arms, we rushed to the upper deck. Before we reached the upper deck we met people attached to the boat. They assured us in the most positive terms that there was not the slightest danger. I asked them why all the lights had gone out, but they only said again that there was no danger. Then I saw the boat in flames. At that tine I was as composed as I am now, and thought that the best thing to do was to put my-self under the protection of the officers of the boat. I searched for them in vain. I believe now, as everybody states, that they launched the first life-boat and saved their own lives and left the rest to perish. When I saw that assistance could not be obtained, I gave my poor little baby to my husband, whom I thought would prove her better protector. Preferring death by water rather than by fire. I jumped overboard. As I touched the water I caught a chair which I clung to firmly. My husband jumped after me, but as he touched the water I caught a chair which I clung to firmly. My husband jumped after me, but as he touched the water he lost his hold on the baby. I seized it twice, but each time I was forced to let go my hold. I finally caught hold of a mattrass, and jumped on to it. My husband is a good iswimmer, but we float each otche in the fog. All alone on the mattrass I floated for one hour until I saw, a boat. For God's sake save me, for I'm all alone? I cried; but the men shouted back that the boat was full. I entreated them to stop stut they went on. One man, whose name I have lost, jumped un on the hastrass I floated from board. The men cursed him, but he remained resolute in his purpose of saving my life. He reached me a pole, and dragged me along the water until he caught my hands, and then he pulled me aboard. My life is, due to him. He gave me his name, but the name fis crased from t

MEN MORE CRUEL THAN THE SEA. Mrs. William Purdy, of St. Johns, N. B., was lying in bed at the hotel unable to sit up. It is feared she is injured internally. The flesh on her hands is torn from clinging to a rope behind a raft. "Ihave been wrecked before," she said feebly, " but the other time was nothing compared to this. I was not frightened at first, for I have been in the sea so often that I am accustomed to its dangers.
I put on all my clothing, and I asked one of the men attached to the boat what was the matter, and men attached to the boat what was the matter, and he said. "only a wheel broken." But when I got up stairs I found the boat on fire, and the water was on the second deck. I then gave up all hope, and jumped in the water, not expecting to be saved. I did not want to be burned to death. I saw a raft moving by me, and I caught a rope that was floating from one end. There were about thirty men on the raft. Four women, one man and myself each had a rope that was trailing behind. The men told me there was no room for me, and said that if I did not get off they would push me away. Some of them tried to pull the rope from me; but life is sweet and I clung to it. Twice the sea washed over my head, and each time the men took advantage of my helplessness and tried to pull the rope out of my hands. I pleaded with them, but they swore back at me. From 12 to 3 a. m., I kept hold of that rope, dragging through the water. I fear that I am badly injured.

"Heat before we reached the City of New-York a

dragging through the water. I fear that I am badly injured.

"Just before we reached the City of New-York a life boat appealed. The commander of it saw the position I was m. The men made a rush for the boat; the man in command said; 'Not one gets aboard of this boat until that poor woman is cared for.' I thought I was dying when I was placed in my berth. The spars and timbers from the wreck were constantly striking me in the water, so that a great part of my body is black. Alf the men I met were cowards; the women were bold and sensible. I was wrecked on the schooner J. D. Drew, Captain French, one freezing cold night, December 21, 1878, near Massachusetts. In a blinding snow storm the schooner struck on a rock. I sat on the rock from 7 p. m. until II a.m., and was saved by a passing vessel. I have not a peany with me." Mrs. Purdy showed her lands, which had been treated by the physician. They looked as if the skin had

THE PURSER'S STORY. FFORTS TO ALLAY THE EXCITEMENT-HOW THE VESSEL TOOK FIRE-THE LOSS OF LIFE THOUGHT

John Kiernan, purser of the Narragansett, said TO BE SMALL. "When we came in collision I thought we had struck soft bottom from the sound. It was about twenty minutes of 12 o'clock. It was my duty to allay the excitement, and I took charge of one o. the life-boats, because the officer whose duty it was had his arm disabled. There were six boats out from the Narragansett and a number from the Stonington, fifteen in all. I did not save the list of passengers, as there was no time. The fire, I think, originated near the furnace, possibly by ho coals being thrown out by the shock of the collision.

"I don't know exactly how, as it was below decks. I think the part of the boat where my office is situated settled below the water's edge before the fire reached it, and that the papers will therefore be saved. Of course, it was my duty to look after the papers first, but it appeared to me that I could be more useful other ways, and I le the papers go. We had also life rafts on the Narragansett, and these were manned by the officers of the vessel. The fire spread with such rapidity that the men could not be assigned to special duties, but each man is supposed to belong to a particular boat. I am not supposed to move any boat; my duty was to allay the excitement, and this was anything but

"I cannot say how many passengers were or board, but estimating them roughly I should say about 300. About 200 have been landed here, and should think quite a 100 more were picked up by

the Stonington.
"Is there no other list of passengers except the one you had?" asked the reporter.
"N." "Were not the majority of passengers wome

children ?"

"I should say not. I cannot say how many children there were, because they don't appear on the list as passengers: but I was surprised, during the panic, to see so many."

"Were the whistles blowing at the time of the collision?"

"Were the whiseles blowing at the time of the collision?"

"Yes. They were kept constantly blowing from the time the fog set in."

"Is Captain Young an experienced efficer?"

"Yes; he was captain of the Electra, one of the Providence freight boats, before he came on the Narragansett. I believe he has a good experience. The Narragansett has been rebuilt by this company. She is 253 feet in length, 50 feet in wiath, 15 feet depth of hull, draws 10 feet, and is 1,634 tons burden.

THE RESCUE OF GEORGE J. FOREST, COMMIS

SIONER OF EMIGRATION.

Among the passengers of the Narraganset rescued by one of the boats from the Stonington was the Commissioner of Emigration, George J Forest, of this city. Mr. Forest is nearly sevents years of age and is much prostrated by his injurie and the exposure to which he was subjected by th accident. He arrived by train from Stonington yesterday afternoon and was found last evening by TRIBUNE reporter at his house, No. 5. West-Twenty-third-st., lying upon a couch and surrounded by several anxious friends.

"It was a very narrow escape for me," he said "for I was in the water two hours and was jubecoming unconscious when I was picked up. Our boat was struck about half past 11. I was in my stateroom which was in the forward part of the steamer. I tried to open the door but could not it being out of plumb. Opening the window I saw men hurrying past and putting on life preservers I dressed myself as rapidly as possible, and climbed out of the stateroom window. As I reached the forward deck I found

Mr. Gisson, one of the guests at Earle's Hotel, was so much impressed with the passengers' story of Boston twenty-five minutes before I saw the Narragansett on fire. It was reported that the City of Boston had saved some persons, but that he intends to petition the Sarraganset so fire. It was reported that the City of Boston had saved some persons, but that he intends to petition the Sarraganset so fire. It was piched out of his deek I found it occupied by from 60 to 100 persons who and the was personally acquainfied with the Secretary, of the Navy to promote him. He said was personally acquainfied with the Secretary, and the Wash piched out of his betth on the lower deck as the was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the collision. He was piched out of his betth on the lower deck against an iron pillar by the force of the statement was the matter. The only when my time will come.

**An it is the speed of the Sound steamers in a forg!*

**You couldn't see them in a dense fog. No. Now of any other with an accident yet, but I don't know when my time will come.

**An it is the speed of the Sound steamers in a forg!*

**You couldn't see them in a dense fog. No. Now of any other with a possible that the passible provided the couldn't see them in a dense fog. Now he I should have oded. I remember that the last thought thought of was that I would take off my life preserver before I died. I felt that I was drowing. Then I struck against something hard and knew

Then I struck against something hard and knew nothing more.

"When I became conscious I was in a boat, wrapped in warm biankels. The moment I became uncorscious I was reached by the boat. I believe that it was through the aid of my friend Howard Lapsley, who was on the steamer with me and one of the first rescused. He was on the lookout for me, and was the first whom I recognized at my bedside I was bruised somewhat along the in s. The people of Stonington and the officers of the steamers deserve the warmest thanks for their kindnesses and ready assistance. They provided everything that they could for our need."

VARIOUS EXPERIENCES.

ACCOUNTS OF THE DISASTER BY PASSENGERS WITCH ESCAPED FROM THE BURNING STEAMER AND WERE BROUGHT TO NEW-YORK.

Many of the passengers of the ill-fated steamer Narragansett, who arrived in New-York by the steamer New-York yesterday, were visited by reporters of THE TRIBUNE, to whom they gave ac counts of the disaster of the previous night, as the had witnessed it, and of their experiences during the eventful moments or hours before their safety was assured.

G. Rodenberg, of Providence, R. I., told his story as follows: "I was on board of the Narragansett, and occupied the lower berth of stateroom 28. which was in the forward part of the steamer, on the starboard side. W. Whittaker, of Providence a friend, occupied the upper berth. I was not awakened until the collision, which took away the whole side of the stateroom. Whittaker was thrown from his berth into the water, and a minute afterward I went also. Neither of us had time to get a life preserver. We were both good swimmers, and were able to keep up, assisted by some boards we found, until we were picked up by a life-boa from the City of New-York."

HORROR ADDED TO HORROR. Herbert Bright, of Boston, age eighteen, said : As soon as the collision occurred I rushed up to the cabin. In a few minutes the fire broke out. Two men were standing at the time near the door of their stateroom. As the flames kept increasing and it seemed as if we would all be burned to death, one of the men said to the other, 'I don't intend to be burned to death,' and taking a pisto from his pocket shot himself in the forehead. The other had a pistol also, but he waited a minute, as if debating what to do. The terrible scene seemed to make him desperate, and in a m ment he followed the example of his comrade. didn't stop to look at the men, as I was occupied in taking care of myself. I then went on the hurri cane deck, where, in company with six or sever men, I tried to lower one of the life-boats. We did this in such a hurry that the boat filled wi h water, and when we jumped in 11 capsized.

"Three of the men, I think, were drowned. The rest of the party, among whom were two or three women, succeeded in climbing back on the steamer by means of the ropes on which the boat was suspended. One of the women had a child in her arms, and both were saved. About lifteen feet from the boat when she capsized was a little girl of tweive years of age, holding in her arms a baby. She was floating, supported by a life preserver. We then went to the hurricane deck and lowered another boat. We drifted in this for about twenty minutes, paddling with our bands, until we met another life-boat, from which we got two oars, After rowing around for half an hour, and picking up as many as we could, we rowed to the City of New-York,"

Henry L. Higgins, a sailor, of West Eden, Me.,

been peeled off with a knife. In their of her fluxers | was on the Narragansett on his way home after a fontieen mouths' voyage to China and Australia. As shou as the flames broke out on the Narragans.ti, he put on a life preserver and jumping overboard swam to the Stonington. By his side was a sailor on the United States steamer Tennessee, W. I. Presser. Presser reached the Stonington and Higgins was picked up a few yards from the steamer by a life-boat in charge of J. A. Amsbury, a sea captain, who was a passenger on the Stonington, and who had been placed in charge of the life-boat. Amsbury was a friend of Higgins, and nine months ago spent several days with him in Australia. This was their urst meeting since that day. While Higgins was in Captain Amsbury's boat they picked up a woman with a dead child in her arms. They also saw a woman who had been drowned by fastening a lifereserver round her hips, so that when she jumped into the water her head was kept under the water. One man had fastened his life-preserver on so that he floated on his back.

SAVING THEIR CHILDREN. Alfred Peppler, of Providence, R. I., jumped off the hurricane deck of the Narragansett as soon as the fire broke out, and was picked up by one of the life-boats of the Stonington. When in the water he passed a mattress, upon which were two children, and holding on to the ends of this were a man and woman. They were supported by life-preservers, and were probably keeping hold of the mattress so as to keep near their children.

J. Hobyschuk, of Boston, was picked up by a lifeboat of the Stonington.

C. W. Brown, of Providence, said: "As soon as he collision occurred I went forward to the bow, as I thought that would be the last place the flames would reach, and I didn't want to get into the water until I had to. There were about thirty passengers in the bow. I was on the side nearest the fire and when it began to get uncomfortably hot I cov-ered myself with a mattress. The top of my hat was tittle higher that the mattress, and it was warped all out of shape by the heat. The steamer kept grad ally sinking, and the water finally came up to my waist. I was just getting ready to swlm away when I neticed that the vessel was on the bottom. We all stayed there in the water until we wer taken off by the life-boats of the City of New-York There were several women in the party, but there was very little excitement. We were all very thirsty, owing to the intense heat. A value drift ed toward me, and I swam out a few feet and got it. In this I found a lot of cherries, in excellent condition, which I distributed among the parly I also found a number of papers in the value be longing to Charles E. Scott, of East Providence,

which I have in my possession now." A HUSBAND RESCUES HIS WIFE George Osgood, of Newburyport, Mass., acco ned by his wife, was just returning home from Ne oraska, and sailed on the Narragansett. In regard o the collision he said: "We were in bed in our state room last night, and both asleep, when I was awakened by the whistles blowing. I got up to see what was the matter, and I found the boot was ke-ling over, so I awoke my wife and we both dressed. We got to the side of the vessel. where all the people were crowding and throwing things overboard, and waiting for a chance of getting upon something that would hold us. It was dark and foggy. A big trunk came by, and I made a leap for it, leaving my wife on the deck. Then I leaped from that to a bale of cotton. and as it passed the boat my wife reached out her an hour and fifteen minutes, and I was just giving out when one of the row-boats belonging to the City of New-York picked us up. My wife is now ecovered, and we are both all right, except that we

re badly bruised,
"The steamer Narraganset was still on fire the was then just about even with the water, and there were five passengers on the bow."

Mrs. Osgood said: "When my hasband eaught old of my hand I fell from the side of the steamer nto the water and he missed his hold. I went eight down under the steamer twice and then my aushand picked me up. I had most of my clothes n, and so had George, but they are not dry yet."

INDESCRIBABLE CONFUSION. Mrs. Gale, the wife of the Rev. S. Gale, of Mystic River, Conn., is a very cheerful lady of about fifty four, "I had been away on a three weeks' trip, she said, "and yesterday my husband joined me at Spayten Dayve. He has gone there now to get change of clothes for me. When the collision oc curred we were both awake. My husband went out to inquire what the matter was, but came back and said he could not find out, and we had better dress; but before I had done so he put the life-belt on me and hurried me out. We could not get out the way eack. The coor this way was fast, but my husband, although he is seventy years of age, is pretty strong and he burst the door open and dragged me through. The boat had careened before we left the stateroom. and when we got to this door the water was up to our waists. They were trying to launch life-rafts, and my husband, in trying to lift me over the rail, fell, and I was thrown flat on my back on the raft. It was very crowded, and one lady with a baby sat on my feet all the time.

"My husband had fallen into the water, but he pulled himself on to the steamer, and jumped on the next raft. I saw him standing up on it, but toning his coat, so I knew he was safe. The raft we were on was partially under water, and if it had been blowing we certainly should have been lost; and it floated far away from the boats, so that there was a fear we should be lost sight of. Then the crowd set up loud cries, and at length we were noticed and picked up. I think there must have been many in the lower cabins of the Narragansett who had not time to get out."

Ciarence R. Leonard and his wife, Minni Leonard, both lately connected with Miss Neilson's company, came in on board the City of New-York, and Mr. Leonard gives the following graphic de scription of the collision : " The moment the other ship struck us the lights went ont, and a scene of intense excitement followed. We were going at a first-class speed at the time, and there were no foghorns or whistles blowing. Some one struck a light, and women and children were hurrying about and screaming in the most abject terror. Some one called out: "Get your life-preservers," and there was at once a rush got a couple, and tried to fasten one on to my wife, but there were no buckles or straps to it. They were practically useless. We rushed out with the crowd, and when we reached the stern the bow of the vessel was seen to be in flames, which rose high above the stack, and I expected every second that the boiler would explode. There scemed to be no officers or deck hands about to give

orders, assist with the boats or anything. "Hundreds were jumping in the water, and my wife in a sudden frenzy did the same. Then I followed, of . course, and an officer, the only one we saw, pushed a raft to us and we got on. The flames burst out on the vessel within a foot of us, and we were both scorched. Five or six others got on the raft, and while we were floating about we picked up about a score of others. A great number went down to my certain knowledge. We drifted about on the raft for an hour and a half, and then Captain Lamphere's men picked us up."

Mrs. Belle Osborne, of New-York, said: "I was asleep at the time the are broke out, and so was my little boy, but when I heard people harrying about I clapped on his clothes and my own, got him into n cork jacket and scurried out. By the time he was dressed the water was up to his neck, and I had to lift him up. I had a little satenel on my arm, but that got heavy with water, so I dropped it. When the boat keeled over, the captain of this steamer came up in a row boat, and called to us to jump. I threw Teddy into the water first, and then I jumped in myself and we were picked up all right I didn't less anything except my satchel and clothes."

M. L. Hannan and wife, of No. 99 North Portland ave., Brooklyn, were on the Narragan sett. He said: "We were both awaks, and soon got the life-belts on. Then we got on deck. It was very dark; there was not a single light from the boats or anything, and we stumpled about and bruised ourselves

badly. Then the flames on board the Narragan shot up and we saw them fixing up air rafts. We got on one of these, and about haif an hour after-

ward were picked up." PRESENCE OF MIND.

John Beatty, a commercial traveller of Toronto, Can., is one of the very few who escaped with a whole suit of clothes. He said: "I had not gone to bed, but was lounging on my berth. It was about 12 o'clock when I heard the machinery cease work for an instant, and I jumped to my feet; that instant the crash came. At the time the boat was struck she did not heave up or down a bit, but in less than five minutes she careened to one side, and I began to see there was danger. I rushed with other passengers to the upper deck, and there the flames met as and we rushed back. I procured a life-preserver and adjusted it as well as I could and went on deck by way of the bow. The people were all crowded outside, and were throwing every conceivable thing, tables and chairs-even camp-stoolsoverboard. One threw a table and then jumped on it. He gave a loud hurrah, but the shout was hardly out of his mouth before he slipped off it and went under. The boats were aft, all aft on one side, and I could not reach them from where I was. When I saw the fire gaining ground, and there was nothing for it but to take to the water, I walked along the rail toward the stern until the water was beyond my depth and then floated off. I was never in the water before, but I floated about comfortably enough. A boat came along, but I said, 'Don't mind me for a bit, I'm all right.' Shortly after I got hold of a rope and the swell floated me up to another boat, and I got in. Two ladies had hold of this boat, and we tried hard to lift them in but could not. Their life preservers caught against the side of the boat every time, so we held on to them until we reached the teamer and then hauled them in. Charles E. Russ, of No. 126 Milk-street, with Mrs.

E. M. Soule and her fourteen-year-old daughter, all of Boston, were found at the Cosmopolitan Hotel, The gentleman's wardrobe, when they landed from the City of New-York, consisted of a pair of drawers and one sock, and a borrowed Ulster. The two ladies were in nearly as destitute a condition. A gentleman called on Mr. Russ and immediately purchased for him a decent suit of clottes; the ladies borrowed garments from the hotel servants, and went out to make their own purchases. Mr. Russ, in his account of the disaster, said: "My berth was forward on the opposite side to where the boat was struck, and right over the fire. The moment she was struck the lights went out, and we were in total darkness. Then I got out and looked at the situa-tion. I was on the port side of the ship, she was struck on the starboard. When I saw her settling down, I concluded that the water must be rushing in, so I woke up Mrs. Soule and her daughter, who were in the adjoining state-room. I told them I put to put on their life-preservers. mine, and then somebody shouted, 'All right, ladies, you can dress." They began to pull their life-preservers off again to dress, but I stopped them, and while I was hurrying them the flames burst out and we all rushed forward. I said to them: 'You Bad better jump overboard; it is better to drown than to burn.' We saw no boats about, nor anything; but we could hear people splashing into the water. I jumped first, but they remained, and it was fortunate that they did, for a row-boat from this steamer came up. They jumped off then and were picked up. Had they jumped when I did they would have perished from the cold. I was in the water three quarters of an hour. The first boat that came I told them to pick up the women and children. There were lots of children.
"There was no panic at the bow, it was all astern.

I did not see any officers at all; they must have en aft where the panic was. I had four or five hundred dellars in my trousers pocket, but I never thought of that at the time. The Stonington lowered its boats as quickly as possible, but they could not tell how much disabled their own vessel was and whether the boats would not be wanted for their own passengers. Many of the Narragansett passengers jumped overboard to escape the flames, and I think a great many must have perished, women and children."

TWO HOURS IN THE WATER. Howard Lapsley, the well-known broker of No. 15 Broad-st., was on board the Narragansett with

his nephew, Metcalf Thomas, a boy sixteen years old, son of Dr. Thomas, of No. 294 Fifth-ave. They occupied staterooms in different parts of the steamer, and when the crash occurred were unable to find each other in the dark-Mr. Lapsley descended to the deck, but was driven from it by the force of the flames. Fortunately he had secured a life-preserver, and with it supported himself in the water for two hours. His nephew had also gained he for two hours. His nephew he for two hours had not have two hours had not he for two hours had not he for two hours. His nephew had also gained he for two hours had not have two hours had not he for two hours had not he for two hours had not have two hours had not he for two hours water for two hours. His nephew had also gained the deck, but was shult off from his uncle by the wall of fire rising in the ceatre of the vessel. He was tempted to leap into the water, but fortanately retained presence of mind to remember the danger he would incur from exposure and exhaustion. He succeeded at last in finding room in the fourth boat that left the Narragausett, and when his uncle was taken on board the City of New-York, his anxiety for the lad's safety was relieved by finding him there before hun. there before him.

THE LOST AND MISSING. PERSONS ON BOARD THE NARRAGANSETT WHO ARE

NO. KNOWN TO HAVE BEEN RESCUED. . The list of the lost and missing is incomicte and no estimate can be made as yet of the exact number. The officers of the steumboat company have eccived no information of the number lost. Inquiries were made of the passengers who arrived in this city bout their missing friends but no satisfactory list could oe obtained. From various sources a list of thirty-seven per-ons missing has been gathered but twelve of the names are unknown, five of them being children and seven adults. The names of the others are not given, and up to a late hour no intelligence had been received from them. Some of the names of the unknown people may have been duplicated, as the information was gathered from different

BOWER, — S. Bower, of Atticoro, mass, searched for his brother among the rescued passengers on the City of New-York, but could not find him.

BUTTERFIELD, PORTER, of Providence, was reported

to be missing.

CARPENTRE.—Two children of P. M. Carpenter were reported to be burned to death.

CASE—, of Jersey City, was drowned. His son was

saved.
CHECKS, Mrs., of Boston. A lady who was returning from New-York with her little girl, age three years, who had been kidnapped and had just been recovered. See had felt in high spirits at her success on board the boat. Mrs. Checks died immediately after being taken aboard the Stonington from the water. Her little girl was saved, and was sent to Boston in the care of an acquaintance of one of the passenger.

COR.

MIX-THREE CHILDREN, AGES ELEVEN, SEVEN AND TWO. children of A. P. Dix, of the firm of Dix & Payne of No. 27 Wall-st. Mrs. Dix was on board the ill-fated steamer with her three children and nurse, bound for a visit to some friends in Boston. Mrs. Dix with the mesistance of another indylon board, managed to get her three chadren and the nurse into a life-boot, but it upset. Struggling desperatoly she righted it twice, but each time it capsized, and the children and nurse were drowned. Mrs. Dix kept hold of the boat and was finally rescued by the City of New-York, and was finally rescued by the City of New-York, and was landed at Pier 40 On her arrival she communicated with her husband at his place of business. Mr. Dix started for the secen of the danster after leaving the following lines for his partner: "I leave this alternoon on the 3 o'clock train to recover the bodies of my children and nurse." The children were two gitts, ages two and eleven, and a boy, are seven.

HOLTON, EDWARD, forty years old, was on his way home to Attleboto, Mass., in company with his brother. He was married, and was a leading jeweller of Attleboro.

Lockwood, the Rev. E. B., pastor of the Broadway MOIX-THREE CHILDREN, AGES ELEVEN, SEVEN AND TWO

LOCKWOOD, the Rev. E. B., pastor of the Broadway

boro.

Ockwood, the Rev. E. B., paster of the Broadway Methodist Cimpel, was going to the Beaton University to visit some friends. On the boat he met Mr. Ferry an old acquaintance, and son of Mr. George J. Ferry, a well-known merchant of Orange, N. J. They took a state-room together, and retired about 10 o'c ock. After charting about an hour Mr. Lockwood fell naleep, while Mr. Ferry was still awake when the accident occurred. He immediately called his friend, and toerther they began searching for his preservers. After some difficulty they discovered two, and at once made their way to the stern of the boat, and stayed their until the boat caught fire, when they both sprang into the water and were separated. Mr. Ferry was soon afterward packed up, but the body of Mr. Lockwood was not found until about three hours afterwards. When found the body was still warm, and as soon as possible restoratives were applied, but without avail. The body arrived in this city yesterday aftermoon and was taken charge of by the Rev. Mr. Newman, of the Central Methodist Episcopal Church, who will preach the funeral services this aftermoon at 3 o'clock, after which the body will be o niveyed to Mechanicavide, saratoga Co., where it will be interred in the village consectery. The decensed, who is only tweuts-three years of egg., graduated from Drew Theological senions the charge of the Broadway Methodist Episcopal Church a fair and be before the Broadway Methodist Episcopal Church a fair and be a Broadway Methodist Episcopal Church as fair and be a Broadway Methodist Episcopal Church as fair and be a Broadway Methodist Episcopal Church as fair and be Broadway Methodist Episcopal Church as fair and be a Broadway Methodist Episcopal Church as fair and be a Broadway Methodist Episcopal Church as fair and be a Broadway Methodist Episcopal Church and the Broadway Meth

was reported missing by the other deckinnds.

ROUND, L. E., of Taunton, Mans, is rejected among the missing.

ROUND, WALTER, of Taunton, Mans, is missing.

ROUND, WALTER, of Taunton, Mans, is missing.

SCOTT, CHARLES E., of East Prividence, is supposed to be one of the victims. A value was picked up in the waster in which his papers were found.

STHEON.—Two children of Mrs. Frederick Stilson, of Atlanta, Ga., were burned in their stateroom. Mrs. Stilson had some to see the cause of the trouble, in when she returned the stateroom was in fames, Chemical Manniacturing Company, whose office is at No. 88 Maifen Lane in this city, is missing. He most of the family. He was is the habit of coming to this city to spend a week or two in attending to his business.

WOOD, Adelle S., is missing.

WOOD, W. H., is missing.

— The body of a dead man seen floating in the water by Detective J. M. Fuller, of this city.

— Unknown woman, on board of the Stonington died. It is tuought that she was the second one who died from exhaustion after being rescued.

— Unknown woman, on board of the Stonington of few minutes after being rescued.

— Unknown man; told Miss Peall, of Philadely phia, that he had lost his wife and eldest sou.

— Two unknown woman said she lost three children, — An unknown woman said she lost three children.

— The nurse of Mrs. A. P. Dix's children; hes name is not yet reported.

THE SAVED

THE SAVED

Following are the names of passengers of the steamer Narragansett, who surrendered their tickets to Mr. Kiernan, the purser, and returned to this city by the City of New-Yerk, of the Norwicholine ; ben-bye

to Mr. Kiernan, La purser, and retarned a dissery by
the City of New-York, of the Norwichidine in the land of the R. L. Chuse, C. L., Provid nee, R. L. Church, H. L., Rockland, Me. Cliffard, E. J., Boston, Mass. Cine, Chas., wife and child, Norton. Win., Stoningto Mass. Norton. P. H., Brockita. Norton. Carrie, Bacokiya Oakes, C. H., Providence Mass.

Peterman, E.A., Greenland, N. H. Pu.e. C., Providence, Mass, Pruseer, W., U. S. S. Leu-nessee. Raymond, Andrew, Am-sterdam, N. Y. Richards, M., Providence, N. J. Crook, F. D., Boston, Mass. Denneit, Fred., England.
Dix, Mrs. A. P., Brooklyn
Duzan, M., Providence.
Dunham, C. and wife, Boston, Mass.
Eggletine, James jr., Wil-Dunham, C. and wife, Boston, Mass.

Eggletine, James jr., Wilmington, Del.

Emerson, F., Buffalo, N. Y.

Ess., John, New-York.
Friedheuse, Hannah, Boston, Mass.

Clarker, Boston, Mass.

Clarker, Boston, Mass.

Element, R. (eapt.), Thomas.

Est., Me.

Rother, G., Providence, Mass.

Ess., John, New-York.

Friedheuse, Hannah, Boston, Mass.

Ess., John, New-York.

Ess.

Ess, John, New-York.
Fleidhouse, Hanhah, Boston, Mass.
Gailaguer, Charles, Boston, Mass.
Garlaguer, Charles, Boston, Mass.
Garlaguer, Charles, Boston, Mass.
Gladding, T. J. and wife, Brooklyn, N. Y.
Goff, D. T., East Providence, R. I.
Gourdier, Charles and wife, Atslesoro, Mass.
Grat S. J., East Cambridge, Mass.
Grat S. J., East Cambridge, Mass.
Grant, Mary A., East Cambridge, Mass.
Greenhood, J., Lawrence, Mass.
Hallowell, W. E., Wickford, Mass.
Hallowell, W. E., Wickford, Mass.
Halley, Irwin and wife, Brookine, Mass.
Halley, Irwin and wife, Mass.
Halley, Irwin and wife, Brookine, Mass.
Halley, Irwin and wife, Mass.
Halley, Irwin and wife, Mass.
Halley, Irwin and wife, Brookine, Mass.
Halley, Irwin and wife, Mass.
H

Watson, C. H., Malden, Mass. Weber, Fred. A., Brooklyn. The following list of passengers saved was taken by J. Franklin Biday, of No. 74 Duanc-st., New-York, who was detailed by the captain of the Stonington to take the names of people rescued from the Narragansett be fore they were taken off by the City of New-York:

fore they were taken off by the City of New-York:
Arthur, F. W. Newark, N. J.
Aprele, F. Boaton, Mass.
Ask, John, Now-York.
Balawin, Mrs. M. Harlem.
B-atty, J. Toronto.
Benny, W. H. Brookline.
Binze, Mrs. D. and boy,
Brookly D.
Brookly D.
Mass.

Brebighau, C. S. New-Yorl Brown, Hirace, Bostva. Bucs, W. D. Pittsheld. Chadsky, H. New-York. Cacever, G. H. Boston, Cartstian, Ed. Providence. Gloudman, M. C. Natick, Mass. inta it, Monroe Co., N. Y. Moster, Mrs. A. Mulholand, Edward and Clare, Charlie, Natick, Mass. Colons, J. P. Barrier, Mass.

Monohand, Edward and wife, Pawinekei. Ormon, Wiliam, Canada. Philips, R., Palladeiphia, Pietre, J. W., Pierre, J. W., Pierre, J. W., Pierre, J. W., Pierre, H., Pardy, Mr. and Mrs. Wm. St. Johns, N. B., Qilun, E. H., Baltimore, Kandali, Mrs. and baby, Kevill, A. S., Rhode Island. Richards, H. F., Rodenburz, G., Frovidenco, Roder, A. M., Washington, D. C., Rofficer, John, New-York, Russ, C. E., Roston. Schiren, Peter, Millord, Scaver, O., Jr., Newtown, Sifer, died on the boar, left watch for identification. Sints, J. H., Boston. Clarre, Charlie, Natices, anascolines, J. P. Bostoin, Mastopen, Mrs. M. A. Bostoi Mass.
Cook, T. D. Bostoi, Mass.
Comins, J. E. New-York.
Cottreit, C. B. Westerly.
Costreit, Mrs. Westerly.
Cushing, J. M. Bath, Me. Drane, Miss. New-York.
Danfar, E. F., New-York.
Pernald. Mrs. A. B., Port
land, Me.
Filkins, G. E., Boston.
Fiten, Dr. and Mrs., N. Y.
Forest, G. J.
Forwood, F. M., Boston.
Fredericss, L.W., Boston.

Fredericas, L.W., Boston. Fuller, Joseph M., N. Y. Gale, the Rev. C. S., Conn. Gerard, E., Canada. Glensou, O. F., New-York. Gould, O. A., New-York. Sims, J. H., Boston.
Sisters of Charity, two.
Smith, Joseph.
Smith, T.H., Norwich, Conn.
Smyth, Mary, Wittinberg.
Soule, Mrs. E. M., Boston.
Soule, Mrs. F. M., Boston.
Stetson, Mrs. Fred., Atlanta, Ga.
Stetwood, G., New-York.
Stillman, Mr. and Mrs. H.
S. and child. Brooklyn. Glenson, O. F., New-York, Gould, O. A., New-York, Greenwood, E., Caunda, Green, Thomas, Green wich, Green, Muggie H., Green-wieb, Coun. Green, Samuel W., Green-wieb Conu. Gurien, Mr., Milford. Coun. Hammoud, G. A. Majue.

Gurien, Mr., Milford. Conn. Hammond, G. A. Maine. Hammond, M. F. and wife, Boston. Harowell, W. T. Haskell, G. W., New-York. Haskell, F. W. Waterville. Hay, C. V. Philagen hia. Henner, John New-York. Higgins, J. Maine, Hodges, A. M. Providence. Holt, W. C. Boston. Honel, B. T. Knightston, Ind. Wacks, James. Boston,
Harowell, W. T.
Harswell, G. W., New-York,
Haskell, E. W. Waterville,
Hay, C. V. Philagen hia.
Henner, John New-York,

Ibach, W. C. Bosfon.
Ibach, B.T. Knightston, Ind.
Irab. J. O. Rockville, R. I.
John, F. E. Baltymore, Md.
Jones Mrs. New-York.
Jorsch. A. and wife, Phonix. N. Y. Weeks, James. Inab. J. O. Rockville, R. I.
John, F. E. Baltmore, Md.
Jones Mrs. New-York.
Jorsch. A. and wite, Pkonix, N. Y.
Kudnedy, J. New-York.
Kiddridge, Dr. C. M. and
son, Fishkill, N. Y.
Lancaster, E. Z. New-York.
Lapsley, H. New-York.
Asynoid discaled from No. 12 (2004) Mrs. and boy.
Wood, Mrs. wite, Robert, Boston.
White, Robert, Boston.
White, Robert, Boston.
Wood, Mrs. with, Prov.
Wood, Mrs. W. H., Prov. nix, N. Y.
Kounedy, J. New-York,
Kiddridge, Dr. C. M. and

A special dispatch from Providence last evening says 'It is impossible to give a full list of the survivors of "It is impossible to give a full net of the Narregansett who have arrived here, as they rapthe to trains." The following idly scattered on the arrival of trains." The fo

ls a partial list:
Adams, Mrs. S. C., Auburn,
N. Y.
Adams, Georgie, Anburn, NY
Ambler, L.K Louisville, Ky.
Bullock, Geo. S., New-York
broker, with right arm
broken.
Butterfield, Baxter B.
Class C. H. Boston.

Butterfield, Baxter B.
Class C. H. Boston.

is a partial list:

Stanhope, Gee. W., theatri-cal agont, badly miured. Stanhope, Mrs. G. W. Westcott, Mr. and Mrs.S.B. Zeydel. Hermann, who re-ceived a peckeibook from a drowing man in the water, with instructions to deliver it to the police authorities. Chase, C. H., Boston,
Clarke, Miss I. L., Somerville, Mass.
Hawes, James.
Philips, Mr., New-York,
Redwood, Mary G.
Remington, Miss Minnie C.
Remington, Mrs. C. S.

ARMY ORDERS.

WASHINGTON, June 12 .- The leave of abence granted Second Lieutenant J. V. S. Pad Cavalry, has been extended three months. The leave granted Captain C. H. Campbell, 6th Cavalry, has been further extended for one month. Leave to months has been granted Surgeon C. E. Goddard. A. The leave granted Major Lesie Smith, 2 faulty, has been extended three months.

FIRE AT PHILADELPHIA PHILADELPHIA, June 12 .- A fire carly this morning to the four-story brick be 113 South Eighth-st., occupied by S. C. Peotruss makers, and John E. Albert, musical makers. Positioid & Co.'s lost is estimated and thus of Aibert at \$3,000. The loss on the triling.